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January, 1952

Volume Eleven

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URBAN LAND

NEWS AND TRENDS . . .

IN CITY DEVELOPMENT

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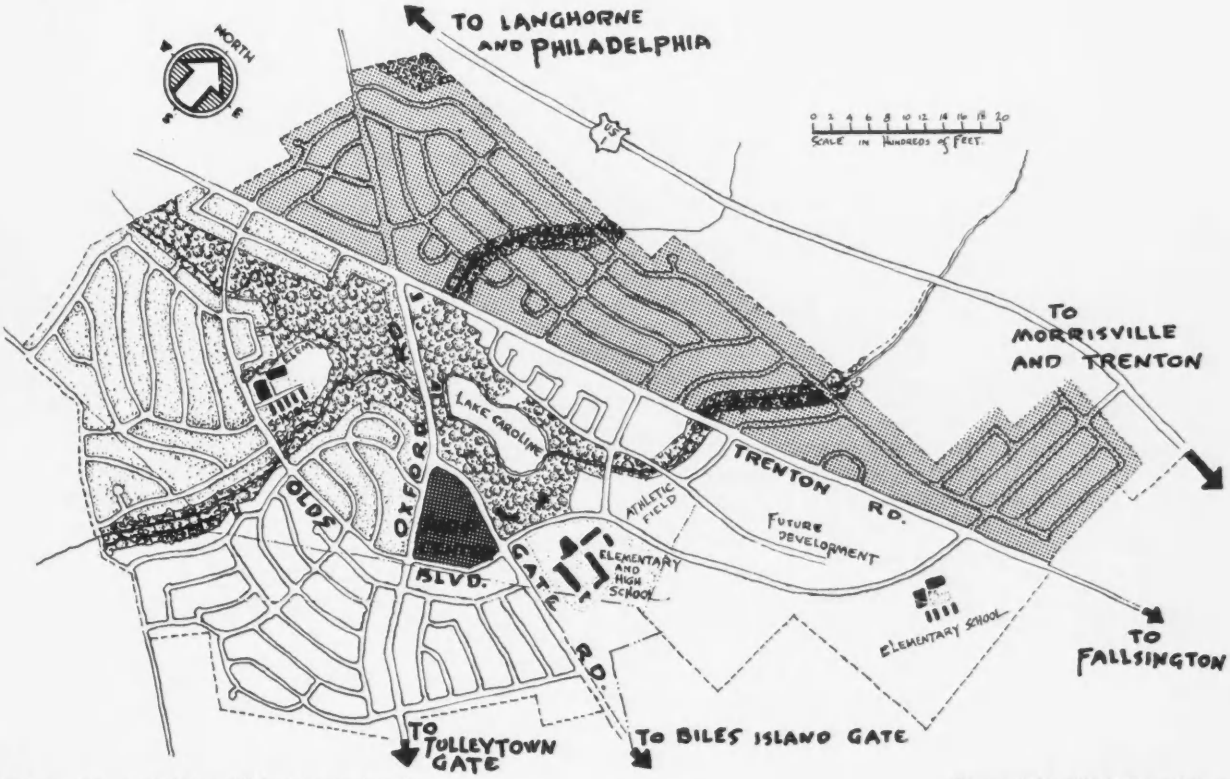
FAIRLESS HILLS

When community planners study a planned community, the event makes news. At least, *Business Week* thinks this way. In its issue of November 3, 1951, that magazine carried a story on the occasion of the invited visit by a panel of the Executive Committee of the Institute's Community Builders' Council to Fairless Hills. In order to give particulars about the planning and development of this new town in Pennsylvania, URBAN LAND presents a review.



Master Plan—Fairless Hills, Pennsylvania — **Seward H. Mott Associates**

The Background

Last March, the United States Steel Corporation broke ground for its huge new Fairless mill to handle Venezuelan ore at a site on the west bank of the Delaware, twenty miles upstream from Philadelphia. This started the rumblings of an industrial boom throughout the Philadelphia-Trenton area. Rural Bucks County, Pennsylvania, where the plant is located, was startled to find itself unprepared for such an awakening. Echoes from Big Steel's construction reverberated with announcements from users of steel to move in. Other manufacturers, who use lesser quantities of steel, began looking around for sites accessible to the new plant. This scurry for locations promises to transform the local scene into a prime manufacturing area.

The steel company was aware of the impact that its development would have on the local housing situation. To avoid creating new jobs in an area without adequate housing, the company enlisted the Danherst Corporation, headed by Mr. John W. Galbreath of Columbus, Ohio, to build a new town. The master plan was designed by Seward H. Mott Associates

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Plan-itorial . . .

PLANNING INVENTORY—1951

January is inventory month. In spirit with the season's traditional stock-taking, URBAN LAND takes occasion to review certain happenings of the past year which indicate significant trends in city development.

Census Findings

Official findings from the 1950 census were announced. Urban population now comprises 64 percent of the U. S. total which was 151 million. Most people live in incorporated places of over 2,500. About 46 percent of the total population is congregated in 157 urbanized areas with 50,000 or more people. This means that the economy of the country has changed into one dominated by urban areas.

The census confirmed the shift from centers of cities to their suburban fringes. The twelve largest metropolitan cities showed this surge in an almost uniform pattern. Internal migration to the far western and southwestern states was also proved as fact. The growth in urbanized areas, the shift from farm to city and the movement to outer suburbs means intensification of urban problems.

In the expanded cities, public services—water supply, sewage disposal, police and fire protection and educational facilities—have to be augmented or newly established. In the older central cities movement to outside suburbs causes near collapse in municipal tax structures. In all urban places greater use of the automobile brings about traffic congestion and parking shortage. All these conditions add up to an acute need for fuller appreciation of problems created by urban development and for stronger support of physical planning by the general public. Trends in this direction are seen in the work of such citizens' planning organizations as those active in Pittsburgh, Philadelphia, Atlanta, Cleveland, and Cincinnati.

Economic Surveys

Business and industrial decentralization is bringing about a better appreciation of the economic base which supports the existence of communities. From this realization a new planning technique is emerging as a tool for measurement of economic ability. By translating buying power derived from income and by correlating this with population forecasts, buying habits, preferences, and income percentage assignments, a determination of physical space and location requirements for business and industry can be deciphered. This technique was first applied this year by the Planning Commission and the County Board of Arlington County, Virginia. These officials needed to know whether it would be preferable to encourage more apartment or single family house construction on the county's remaining vacant land; how much business the county could support; and whether hotels and light industry would be advisable. The economic survey gave a basis for making such policy decisions. This technique is more realistic than the usual method by which areas in actual use are measured as the factors of forecasting.

Annexation

A trend toward positive expansion of cities through planned annexation programs was seen this year. Indianapolis is cited as an example of a city which intends to catch up with its offshooting suburbs. There, the City Plan Commission recommended a long range compulsory expansion program. As areas outside the city limits grow in density, these suburbs would be forced to become part of the city.

Milwaukee put forward a plan to coordinate its normal growth with a solution to its annexation problems. Under this new concept the city would annex and develop a self-contained satellite. After purchasing about ten square miles of vacant, outlying land the city would annex the area and a connecting corridor, then prepare a plan for residential, business, and industrial expansion. With the plan and controls prepared the city would lease tracts to private developers, then subsequently install necessary public utilities and improvements in accordance with prevailing demand. In this way Milwaukee would guide its growth by owning, then leasing land, and installing public services in one location. This proposal for planned expansion represents a way to (*Continued on page 4*)

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WINTER MEETINGS

Attention of the Trustees and Council members of the U.L.I. is called to the following schedule of Institute Meetings.

January 23—Community Builders' Council Plan Analysis Session, Congress Hotel, Chicago, Illinois. Hugh Potter, Houston, Chairman.

The following meetings will be held at the Statler Hotel in Washington, D. C., at the time of the National Association of Real Estate Boards' January meetings.

January 26—Central Business District Council

January 27—Trustees' annual meeting

January 30—Industrial Council

Trustees and Council members are urged to make every effort to attend these meetings.

Home Builder members of the Institute should note that the National Association of Home Builders Land Planning Committee, Chairmanned by Dave Bohannon, will meet in Chicago, Stevens Hotel, on Friday, January 18. Also, there is to be a Land Planning Panel on Tuesday evening, January 22, at the Stevens. These sessions are being held in conjunction with the N.A.H.B.'s Convention and Exposition.

FAIRLESS HILLS

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of Washington, D. C. Actual construction started in May, 1951.

To aid in planning an adequate shopping center for the new town, Mr. Galbreath invited a panel of the Community Builders' Council to review the preliminary design for the shopping center's layout. Accordingly, this was done at two sessions, the first at Fairless Hills on October 24 and 25, and the second at Cincinnati, Ohio on November 11, 1951. It was the first session that was reported by *Business Week*.

Members of the Council serving on the Panel in Fairless Hills were: Hugh Potter, Houston, Chairman; Philip W. Kniskern, Philadelphia, President of ULI; Boyd T. Barnard, Philadelphia; C. J. Faherty, Newark, N. J.; Joseph W. Lund, Boston; E. L. Ostendorf, Cleveland; Richard J. Seltzer, Philadelphia; Waverly Taylor, Washington, D. C.; Foster Winter, Detroit; and J. W. York, Raleigh, N. C.

The Townsite

The site in Bucks County, Pennsylvania, selected for the new town is four miles inland from the steel plant, far enough away to avoid nuisances. The townsite lies between U. S. Routes 1 and 13. These are the main highways in Pennsylvania between Philadelphia and Trenton. The land in part adjoins Route 1 and is about six miles west of Morrisville which is across the Delaware from Trenton, N. J.

The 1,300 acre tract was assembled from farm land that was suitable for development with prefabricated houses. The gently rolling, bowl-shaped terrain varies in slope from two and three percent to maximum grades of seven percent along stream courses. Another factor in site selection was the single watershed and well-drained clay loam soil. These have been important in the speed with which the utility systems could be engineered. Water for the community could be found in wells driven on the site while gravity flow could be used for the local sewers throughout. Another favorable factor in selection was that the major portion of the property lies within limits of Falls Township, the jurisdiction containing the new steel plant. This would be a later benefit for getting public services, such as schools, established out of money available from taxes collectible in the township.

The Master Plan

The general street treatment is curvilinear. The design gives long blocks with good relationship between house lots and roadways. The layout stems from two existing township roads that run through the property. These roads, Trenton and Oxford, plus a new southeast diagonal from the prospective shopping center give access to outside areas and to the steel plant's two main gates. Gate Road, the new diagonal, will lead directly to the Biles Island gate when a connection to an existing road is built by the State. Internal circulation is complemented by a generally circumferential street. The curvature in local roads is expected to discourage traffic. The four principal streets act as collectors into which the minor streets feed. (See illustration).

In addition to an extensive, modern shopping center, the master plan includes a system of parks along stream courses, as well as fields for active sports. A fifteen-acre artificial lake is being created by an earth filled dam with concrete spillway. This lake replaces low-lying, bottom land in the central portion of the site unsuitable for building. The lake thus becomes a central feature of the plan, for around this will be grouped the community buildings, including the town hall, an inn, old mill, dispensary, fire station and swimming pool. Of the land use assignment, twenty percent of the total area is given over to recreation and open space.

Two elementary school sites have fifteen acres each. The third school, a combination elementary and high school, has an assigned site of 35 acres. Church sites of about five acres undesignated on the plan will be offered by the Danherst Corporation free to responsible groups resident in the community. An existing stone farm house of architectural merit will be preserved for use as a town library.

Fairless Hills is to be a complete town. When finished, the community will house about 16,000 residents. The ultimate number of dwelling units is 4,000, mostly for owner occupancy. Provision for some rental units is to be made. This last was a recommendation made to the developer by the Community Builders' Council Panel members.

The Unit House

The Fairless Hills homes are prefabricated one-story units built by Gunnison, Inc., a United States Steel subsidiary. The standard unit is 24 x 40 feet, without basement. Most of the houses are three-bedroom units, only ten percent of the total number are to be two-bedroom units. The double walls are of marine plywood with rock wool insulation. The standard houses are gas heated and come equipped with electric hot water heater, gas range, enameled steel kitchen cabinets, garbage disposal unit, dishwasher, washing machine and clothes dryer. This latter eliminates the clothes line problem.

The standard three-bedroom house sells for $10,650. This price includes the lot, but not a garage. A garage can be built, if wanted, later and under separate financial arrangements. Lots are developed with a black top drive from the street to the house. Monthly payments are about $65, including all items. Later credit regulations may change this, however.

In addition to the standard house, larger custom built houses are being erected. A few of these will be the luxury-type Gunnison house which is 44 x 24 feet with an attached breezeway and two-car garage. The architectural treatment of the other custom houses conforms to the local stone tradition of eastern Pennsylvania.

Construction started last May 15, about ten weeks after the Steel Company began clearing its land. The Danherst Corporation is building a maximum of seventeen prefabricated houses a day. In December, 1,100 houses in the first unit were completed and readied for occupancy. The first unit, north of Trenton Road, will be followed in the spring by the next construction phase, the area west of the shopping center location. The completed section of the town now has residents. A temporary store is in business. A grade school is in use. The school is made by combining three standard house units. The arrangement has captured the approval of local school authorities as a school type which may be developed further during the town's growth.

Other Construction Details

The standard lot size at first was 60 x 120 feet. The width has been increased as construction proceeded to seventy feet to give more spread between houses. Corner lots were designed to be larger, usually 80 x 100 to 120 feet in standard dimensions. Because of their general uniformity, these prefabricated Gunnison houses require ingenuity in lot location. Corner lots are carefully watched for house placement. Throughout the development, house setbacks are varied to create building groups and to minimize monotony. The normal house setback is twenty-five feet although this is often reduced to ten feet, where the side of a unit abuts a street line. Tree planting is scheduled to break roof line uniformity where it may occur.

Minor streets have fifty foot rights-of-way. The pavement is twenty feet

wide between curbs. Collector streets are sixty feet with a thirty-four foot pavement. The township roads have been increased to eighty foot rights-of-way. Roadways are eight-inch macadam with vertical concrete curbs at street intersections. Elsewhere, an integral rolled curb and gutter is used. The location of concrete sidewalks varies. On minor streets, the walk is integral with the curb. On secondary streets, walks are placed along property lines on both sides of the street.

In the initial construction (indicated by the darker area on the plan), the developers found that some roads were laid out too closely parallel to the contours. This meant excessive grading to get the correct level area required for the slab foundation for the houses. In subsequent construction, the roads were angled across the contours to get crossroad drainage by hitting the grades more at a forty-five degree angle on the two and three percent slopes.

Utilities

The builders are constructing a sewage disposal system and the water supply network. When completed, both the water and sewer systems will be operated by public authority which is possible under Pennsylvania law. The sewage disposal plant is four miles east of the town. This plant will have enough capacity to care for customers other than the Fairless Hills community.

Light and telephone utility poles are placed along rear lot lines. Where these lines must cross streets, an underground installation is made.

The Shopping Center

As indicated earlier, Mr. Galbreath wanted the shopping center for the new town to be designed with benefit of advice from the Community Builders' Council of ULI. For this purpose, the Panel sessions were held.

The shopping center will be placed in a roughly triangular site of twenty acres. Two major boundary streets lead to the gates of the steel mill. The third side on the south is bounded by the local circumferential street, Olds Boulevard. These roads leading to the center make it a focal point in the community.

The shopping center is in the planning stage. Market analysis indicates the center will be a sectional one, limited to the immediate trade area rather than taking on the characteristics of a big regional center. Before the Panel discussions took place, the architectural conception for the center, which is to comprise store space of 100,000 square feet, was that of a mall treatment. The pedestrian mall was intended to have the atmosphere of a friendly, local market place. Yet the practical difficulties in servicing stores built facing a pedestrian mall with customer parking outside the stores are so great (unless the servicing takes place through an underground truck tunnel, unjustifiable economically in a center of this particular size) that the Panel members could not enthusiastically endorse this solution. Recommendations were given, however, on ways by which improvements for easier servicing of the stores and for customer circulation could be incorporated.

Essentially, the Panel advised the developer to allow for twenty to twenty-five acres within the center by shifting road locations to permit an area to be developed in the eventual center unbisected by any cross traffic. The Panel cautioned that the parking ratio in the initial stage should be higher than the eventual standard of three square feet of parking for each square foot of selling space. The Panel expressed no preference for head-in parking versus angle parking in the prospective layout but stated that parking bays of sixty-five feet for ninety degree parking or sixty feet in width for fifty-eight degree parking should be provided. The parking areas should be spread so as to be more evenly divided on all sides of the store grouping. These areas require planting to avoid their usual barrenness.

In the architecture of the shopping center buildings, the use of cantilevered canopies versus column-supported covered walks depends on the final cost analysis. In the Panel's opinion, cantilevered canopies are preferable but there is no objection to canopies supported by columns. It is far better to use the latter than to have no canopy at all. The Panel cautioned, furthermore, that second-rate construction should not be countenanced in order to provide for annual maintenance expenditures. This is a fundamental admonition to any builder of a prospective shopping center in this era of restrictions on building materials.

Other Developments

United States Steel hopes to have its Fairless works in partial operation by this coming spring, at least for steel finishing. By mid-summer, the plant will be making its own iron and steel in the new blast furnaces and open hearths. Sometime in 1953, the plant is expected to be operating at full capacity.

By that time, the number of permanent employees will be less than the number required by the beehive of building operations. The new Town of Fairless Hills may be expected to be completed. Homes for new employees will be provided. There will be a cushion too for other plants coming into the Philadelphia-Trenton area which has a substantial labor market in existence.

To the south of Fairless Hills, adjacent to U. S. Route 13, on an assembled tract of land between Fairless Hills and the steel plant, a second community is in its early planning and construction stages. Ground for this development was broken in December. From announcements made by the New York builder, Levitt and Sons, it is intended to build a community of 16,000 houses. If all plans underway for this second development are carried through, by 1954 there will be two substantial communities in existence where before only farms and fields existed.

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achieve planned growth with better control for greater efficiency in both land development and provision of services as compared with the existing practice of annexing scattered areas on a piecemeal basis.

Metropolitan Planning

A beginning in unified planning for metropolitan areas that are physical units but divided among several political jurisdictions came during the year with the formation of the Southeast Regional Planning Commission in metropolitan Philadelphia. The Commission is made up by representative membership from the planning commissions and boards of commissioners of the four counties adjacent to Philadelphia—Bucks, Chester, Delaware, and Montgomery. To date the City of Philadelphia and its planning commission are not included in the function and membership of the new commission. By this omission it may be premature to hope that comprehensive metropolitan planning is in the offing.

Downtown Districts

Organizations interested in downtown districts began to buttress their position against threats of growing competition from suburban areas. Their research found that downtown still has crowds who daily go back and forth to jobs. They also found that congestion, no parking space, and general inconvenience were keeping the housewife shopper in suburban stores.

The year found progressive depart-

ment stores not only fixing up their downtown stores with new fixtures and finery but also adding customer parking facilities. In Boston, Cleveland, Pittsburgh, Dallas, Chicago, New York, the leading stores are spending millions for modernization. These renovations, plus public improvements for parking and traffic improvement show the trend toward doing something to hold trade downtown.

Traffic and Parking

To cure the traffic strangulation plaguing all urban places, more and more cities turned to positive action. They found that better vehicular control measures, provision of off-street parking and loading spaces, greater use of meters, and construction of expressways to bypass through traffic, and urban redevelopment are all parts of the treatment for curing ills attacking the central areas.

To establish off-street parking facilities more cities turned to using receipts collected from street meters as a means of financing. This logical device is in use in Pittsburgh, New York, Evanston, Des Moines. When this trend is more widespread, off-street parking will be extensive. Parking authorities with powers to assemble land, to issue bonds, and to construct facilities are also being established in the trend toward dealing with the parking problem.

Shopping Centers

Designed shopping centers built in suburban locations with plenty of customer parking space continue to be the phenomenon of today's merchandising. This year several regional centers were opened, while others proceeded into planning and promotional stages while waiting for construction clearances.

Shoppers World, 20 miles west of Boston, on a 40 acre site in suburban Framingham, opened in October with space for 6,000 cars. This regional center has Jordan Marsh's department store and other companion stores as principal attractors. The circular department store introduced there promises to be a new building type. This store design is also introduced in the new Village Market in La Grange Park, Illinois. The design of this center was described in URBAN LAND, December, 1951.

Other Design Trends in Shopping Centers

An analysis by the Community Builders' Council of trends in design of shopping centers reveals that increasing attention is being given by the developer and the lessor to the proper grouping of stores by types. Further experience with the unified center has also demonstrated the necessity for avoiding the bisecting of a center with through traffic streets. It is also becoming evident that small centers require a higher ratio of parking area to store area than do the large regional centers. Provision of added parking space to accommodate seasonal peaks such as Christmas shopping is economically questionable. Proximity of parking to all stores in a center is paramount. Shoppers like to park near the store in which they intend to first stop.

Latest trends in chain store merchandising call for increasing store depths from the old 100 foot standard to 140 feet or more, especially where there are no basements. Developments in store illumination now call for a proper mixture of fluorescent and incandescent lighting, especially for fashion goods, as fluorescent lighting alone has proven unflattering to this type of merchandise. Although there is a trend toward more examples of the pedestrian mall type of center, difficulties in solving the servicing problem through separation of customers from store servicing, causes this type of center to be unadaptable to any but very large centers where the developer can afford to install an underground truck tunnel for deliveries at the basement level.

Industrial Trends

The Federal policy on location of industry for defense purposes was announced by the National Security Resources Board in late summer. This called for a dispersion policy which is little more than the actual decentralization which is taking place on industry's own initiative. Insurance for continued production as a defense measure is the reason for the promulgation of a Federal policy for industry. But when considered as one of the many influences which can affect urban land use, industrial dispersion as a Government policy may change residential and commercial development in urban areas. This threat emphasizes the role of community planning in the economic development of urban areas.

A significant and comprehensive industrial land use plan for one particular city was published during the year. This report from the Philadelphia City Planning Commission calls for rearrangement and more effective use of vacant land available in the city to meet expanding industrial needs. Through proper use and safeguards such as the prohibition of residential construction within the area zoned for industry, the plan proposes an increase in the area available for general manufacturing.

An earlier trend in industrial plant design has emerged into universal practice. This is the one-story building with plenty of light and air for the newest processes of mass production. The increased mechanization of industry brings increased land requirements for easier operation, not for greater employment. The added space requirement of the plant, plus the auxiliary parking and loading areas and ample landscaped lawns, gives the industrial plant a "new look." These aesthetics give rise to a good neighbor policy for industry in relation to nearby residential areas. The result is a pronounced swing toward recasting the outlook toward industry, particularly in restrictive zoning ordinances.

During the summer, the Industrial Council of the Urban Land Institute was formally established. This Council will perform a much needed service in fields of the research and the practicalities related to problems of plant location, planned industrial districts, industrial zoning, dispersal, and redevelopment. Essential facilities and financing for a sound industrial economy in community development are parts of the Council's work program. This Council fills a void previously existing in terms of service to industrial and community planning.

Planned Communities

Decentralization of new industrial plants brought into being this year the further development of the planned community. The large-scale operative builder is another factor in this realization. At Fairless Hills in Bucks County, Pennsylvania, the first unit of a planned community was opened for occupancy in the fall. Eventually, this will be a town built from a master plan, complete with schools, churches, shopping center, municipal buildings, parks and playgrounds. A more complete description is given elsewhere in this issue of URBAN LAND.

Nearby in the same part of Bucks County, plans for another complete town have been announced by a Long Island builder who has special demonstration houses open for inspection. Both towns are intended to provide housing for the expanding industrial area induced by the establishment of the new steel mill of the U. S. Steel Corporation.

In Canada, the Aluminum Company has begun the planning of a city-to-be for housing employees of the new

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Alcan aluminum project at Kittimat on the northern British Columbia coast. The master plan is being prepared for a future population estimated at 50,000.

Elsewhere in areas where new industrial plants are under construction, such as those for the Atomic Energy Commission at Paducah, Kentucky and near Aiken, South Carolina, that housing which is being provided is individual construction at scattered locations and not in planned communities as in Pennsylvania.

Defense Housing

To supply housing in situations such as the above, Congress passed the Defense Housing and Community Services Act. This provides for Federal assistance in defense areas where critical housing shortages are found to exist. Aid comes in the form of financial help to private builders and to municipalities for construction of housing and community facilities to ease problems resulting from impact of expanded defense plants and military installations.

Urban Redevelopment

The rebuilding of areas within central cores of cities moved toward stages of actual construction. Pittsburgh's privately financed face lifting, under its business and industrial redevelopment program, moved from demolition to near completion. Philadelphia, this year, became the first city to receive a final loan and grant contract for a redevelopment project under terms of the Housing Act of 1949 as administered by the Housing and Home Finance Agency. Mayaguez, Puerto Rico, holds the second project under final approval. As of the close of 1951, Baltimore, Chicago and Norfolk are among the half dozen cities ready with final projects to rebuild under the Federal assistance program. Similar projects in about 250 other cities continued in the preliminary planning stages of urban redevelopment. In many of these proposals there is a trend toward new industrial and commercial projects rather than mere doctoring for worn-out residential conditions.

In 1951, the legislatures of seven states and Alaska added legislation to the previous list of 34 states (including Hawaii and the District of Columbia), which enable at least some of their cities to undertake urban redevelopment under terms of the Federal assistance program.

Zoning

This past year saw several advances in the technique of zoning. This trend indicates that zoning, as a positive tool in planning, has advanced from adolescence into maturity for real service in the development of urban land.

To help with the industrial zoning technique, the National Industrial Zoning Committee published in August a booklet on principles of industrial zoning. The twelve principles announced in this document give for the first time an endorsed set of rules for the planning technician, the municipal official, and the industrial manager.

Another significant happening was the release of the proposed rezoning ordinance for New York City. This draft, when enacted, promises to have as great an effect on the provisions in rezoning cities as did the original 1916 New York ordinance have on the initial establishment of zoning. New York's proposals include new techniques in establishment of districts. Prohibition against invasion of industrial areas by residential uses becomes part of the provisions. The ordinance includes a means for controlling population density through the use of a floor area ratio which is a formula for total allowable floor area in a building in relation to the area of its lot. Also included are off-street loading and parking provisions and a rule for insuring sunlight and air in rooms by the angle of penetration.

In the new ordinance passed in Niagara Falls, there was introduced a provision based on aesthetics. Though as yet untested in court, this represents a step in the direction of using zoning for a control of amenities.

A noteworthy advance was the Colorado Springs ordinance. In this, provisions are made for development of residential areas. Density requirements, instead of being based on the usual bulk-ratio methods, are established by relating the number of families per lot area to the height of the building. Control is exercised over conversion of existing houses to apartments by providing that each new unit created must have separate kitchen and bath facilities and minimum floor areas. The ordinance attempts to encourage development of tourist courts away from major highways by providing a tourist zone in which the number is related to the density requirement of the residential zone. In addition, tourist courts must meet minimum floor area, window space and ventilation requirements. A residential subdivider can designate the use of each lot with the approval of the planning commission. If a lot is designated as a four-family site, for example, it cannot be used for one- or two-family dwellings. This section encourages a desirable mixture of uses and more harmony in residential uses. An unusual provision is that for solar orientation. Under this section, the zoning board of adjustment may grant a variance for an entire area in a block so that dwelling units may be located advantageously for natural light.

Building Construction Controls

In the interests of the defense program, the controlled materials plan was promulgated by the National Production Authority. These rulings tighten controls over larger building projects, but remove necessity for applications to the N. P. A. for permission to build or to get allotments of materials for projects requiring relatively small quantities of steel, copper, and aluminum. Under the self-certification features of the plan, a residential builder can proceed with construction when he uses critical materials within the minimum allowable amount.

The effect on municipal construction programs is greater. All such construction must be reduced to a minimum by the elimination of non-essential projects, by deferring construction not immediately required, and by changing design and construction methods to use materials not needed in the defense program. Municipal projects, including city halls, schools, hospitals and other facilities, will not be approved unless the project can be justified as essential to the defense effort, essential to the maintenance of public health, safety or welfare, or will provide productive capacity to overcome any shortage in relation to the defense effort. Almost all building, public or private, for recreation or amusement purposes has been banned.

In Summary

1951, as a starting year of the second half of the 20th century, shows conscious attempts to strive for better places in which to live, to work, and to play. How far we move during 1952 toward reaching this goal depends partly on these significant trends and partly on events not within our immediate control. However, in the realm of community development, this much is certain: After determination by the community of the kind of place it wants to be, we can institute measures to accomplish objectives within limits of attainability under the democratic process.

J. R. McK.